

## Intimations

EXCURSION TO MACAO.  
(RELIGIOUS PROCESSION)  
WEATHER PERMITTING

## THE Steamer

will make an Excursion Trip to MACAO, on  
SUNDAY, the 18th instant leaving Hong

KONG at 9 A.M. and returning at 10 P.M.  
FARE ..... \$1.50  
NO SINGLE FARE

TICKETS to be had at the  
HONGKONG PRINTING PRESS  
or at  
Messrs. CAMPBELL MOORE

Hongkong, 15th June, 1899. [7948]  
FACILITIES FOR ICE AT KOWLOON.  
THE HONGKONG ICE CO. LIMITED.

1. having appointed me Agent for the sale of their ICE at ROWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

Hongkong, 3rd May, 1899.

**JAPANESE FINE ART CURIOS,**  
71 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA,  
and

36, DIVISION STREET, KOBE  
Hongkong, 15th March, 1898. [42]

**Auction.**  
**Y. ORDER OF THE MORTGAGEES.**  
**PUBLIC AUCTION**

**M**R. GEO. P. LAMMERT has been  
instructed to sell by  
**PUBLIC AUCTION,**

WEDNESDAY, the 21st June, 1899,  
at 2.30 P.M.,  
(POSTPONED FROM THE 7TH JUNE.)  
at his OFFICES in Duddell Street,

THE FOLLOWING VERY VALUABLE  
LEASEHOLD AND RECLAMATION  
PROPERTIES.

GROUND situate at Victoria in the  
ony of Hongkong registered in the LAND  
VICE as SECTION C OF INLAND LOT  
11414

The Premises situate upon it are No. 244, Canton Road Central and consist of a three-story Chinese Shop used as a portion of "The

LOT 2—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid

registered in the Land Office as SUB-  
SECTION No. 2, of SECTION N OF IN-  
DIAN LOT No. 211.  
Area 538 square feet. Annual proportion of  
own Rent \$8.40.

the premises situate upon it are known as 382, Queen's Road, Central and consist of a well-stored Chinese Shop.

**LOT 3—ALL THAT PIECE or PARCEL OF GROUND** situate at Victoria, aforesaid

REGISTERED IN THE LAND OFFICE AS SECTION  
MARINE LOT No. 199.  
ca. 1861 square feet. Annual proportion  
own-Rent \$20.85.  
The premises situate upon it are known as

212, Praya West, and consist of a two  
ed Chinese Shop.  
T. 4.—ALL THAT PIECE or PARCEL  
situated at Victoria, aforesaid, and  
erred in the Land Office as SECTION 2

MARINE LOT No. 189, containing 667 square feet. Annual proportion of Rent \$7.50. The premises situate upon it are known as 171, Queen's Road West.

T 5.—ALL THAT PIECE or PARCEL of GROUND situate at Victoria, aforesaid, registered in the Land Office, as follows:

MARINE LOT No. 108.  
 1,576 square feet. Annual proportion  
 own Rent \$19.20.  
 premises situate upon it are known as  
 24 Prava West road.

Chinese Shop.  
T 6-ALL THAT PIECE or PARCEL  
ROUND situate at Victoria, aforesaid,  
registered in the Land Office as SECTION  
MARINE LOTING.

1974 square feet. Annual proportion of  
Rent \$11.50  
premises situate upon it are known as  
On Ning Lane, and consist of a Chinese

7.—ALL THAT PIECE or PARCEL  
ROUND situate at Victoria, aforesaid,  
registered in the Land Office as the Re-  
g. Portion MARINE LOT No. 438,  
together with the TRAIL

g Portion of the said Lot  
of LOT 443 square feet. Annual pro  
of Crown Rent \$7.84  
premises situate upon it are known as

Particulars and Conditions of Sale

The Auctioneer  
or to  
Messrs. DEACON & HASTINGS  
The Vendor's Solicitors

Insurance.

**H. GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG**

Underwritten AGENTS of the above  
Company are prepared

FOREIGN and CHINESE 1935  
RATED 100  
SIEMSEN  
100% BULB







## THE NEW COMMANDER-IN-CHIEF OF THE AMERICAN FLEET.

## ARRIVAL OF REAR-ADMIRAL WATSON.

Rear-Admiral Watson, who succeeds Admiral Dewey in command of the United States Asiatic Squadron, arrived yesterday by the City of Peking from San Francisco. He will leave for Manila to-morrow by the Zafra, which has come over to meet him.

The San Francisco Chronicle gives the following biographical notice of the Admiral: Rear-Admiral Watson comes down from a line of American fighters. He was born in Franklin, Ky., was graduated from the Naval Academy in time to get aboard Farragut's flagship and fight all through the Civil War. He served on the flagship until peace was declared. It was Watson, then a young Lieutenant, who lashed Farragut to the rigging during the battle of Mobile Bay. He is a grandson of John J. Crittenden, who was once Attorney-General of the United States and who wrote the famous Crittenden compromise bill. He is a nephew of General George B. Crittenden and Thomas L. Crittenden, who were among the heroes of the Civil War. The Rear-Admiral is a high type of American citizen—cool, fearless, quick in judgment. He is tall and slender, with hair prematurely white, and the hands and face of a woman, but he is a prudent and resourceful commander, with the persistence of a bulldog and the courage of a lion. Moreover, he is an earnest Christian, but of the Stone-wall Jackson sort. Hard fighting follows his praying. To his sailors he is known as "Able Seaman Johnny," which is considered as great a compliment as could be given him. Watson was married in 1872 to Miss Elizabeth Thornton, a distant connection and daughter of Judge James Thornton of San Francisco. The result of this union was eight children, seven of whom are living. The eldest son, John Edward Watson, is an ensign in the Navy.

## THE GREAT FIRE IN THE FOCHOW ROAD.

As was estimated at the first the damage occasioned by the great fire in the Fochow Road on Sunday night is excessive, and from authentic figures to hand will probably amount to nearly £100,000. The limited supply of water at the commencement had doubtless something to do with the spreading to the buildings immediately adjacent, but the brisk southerly breeze prevailing did much to retard the efforts of the firemen. Under all the circumstances the various fire companies deserve to be sincerely congratulated on their work, especially having regard to the fact that no injury to persons occurred, and that, from a locality populated in the thickest possible manner. When the fire was at its fiercest, serious trouble threatened from the electric light plant, one of the wires of the arc lamps burning and menacing those around with possibly fatal consequences. The seriousness of the situation was however at once recognised, and the officials from Corporation electric light works were at once summoned by telephone and all danger removed, albeit at the expense of public lighting, a large number of lamps necessarily having to be disconnected. Yesterday the ruins were to be seen everywhere, and the heat rising from the still smouldering and the heat rising from the roadway and the heated wreck was almost overpowering. Some of the buildings were fairly substantially erected, but in the great majority of cases were only of a most ramshackle order. In all 46 tenements, made up of dwellings, brothels, and shops, principally, were totally destroyed and six seriously damaged. The contents of the various affected buildings were insured as under—No. 56, Fochow Road, insured, £15,000; 57, £15,000; 58, £15,000; 59, £15,000; 60, £15,000; 61, £15,000; 62, £15,000; 63, £15,000; 64, £15,000; 65, £15,000; 66, £15,000; 67, £15,000; 68, £15,000; 69, £15,000; 70, £15,000; 71, £15,000; 72, £15,000; 73, £15,000; 74, £15,000; 75, £15,000; 76, £15,000; 77, £15,000; 78, £15,000; 79, £15,000; 80, £15,000; 81, £15,000; 82, £15,000; 83, £15,000; 84, £15,000; 85, £15,000; 86, £15,000; 87, £15,000; 88, £15,000; 89, £15,000; 90, £15,000; 91, £15,000; 92, £15,000; 93, £15,000; 94, £15,000; 95, £15,000; 96, £15,000; 97, £15,000; 98, £15,000; 99, £15,000; 100, £15,000; 101, £15,000; 102, £15,000; 103, £15,000; 104, £15,000; 105, £15,000; 106, £15,000; 107, £15,000; 108, £15,000; 109, £15,000; 110, £15,000; 111, £15,000; 112, £15,000; 113, £15,000; 114, £15,000; 115, £15,000; 116, £15,000; 117, £15,000; 118, £15,000; 119, £15,000; 120, £15,000; 121, £15,000; 122, £15,000; 123, £15,000; 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916, £15,000; 917, £15,000; 918, £15,000; 919, £15,000; 920, £15,000; 921, £15,000; 922, £15,000; 923, £15,000; 924, £15,000; 925, £15,000; 926, £15,000; 927, £15,000; 928, £15,000; 929, £15,000; 930, £15,000; 931, £15,000; 932, £15,000; 933, £15,000; 934, £15,000; 935, £15,0



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
Tosa Maru	YOKOHAMA (DIRECT)	WEDNESDAY, 21st June, at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 22nd June, at 4 P.M.
HAKATA MARU	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 29th June, at 4 P.M.
RIOJUN MARU	SEATTLE (WASH., U.S.A.) via Kobe, YOKOHAMA, VICTORIA, B.C.	THURSDAY, 29th June, at 4 P.M.
PUTAMU MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th June, at 4 P.M.
HAKUAI MARU	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHEMULPO and NAGASAKI	THURSDAY, 6th July, at Noon
YAMAGUCHI MARU	KOBE and YOKOHAMA	THURSDAY, 6th July, at 4 P.M.

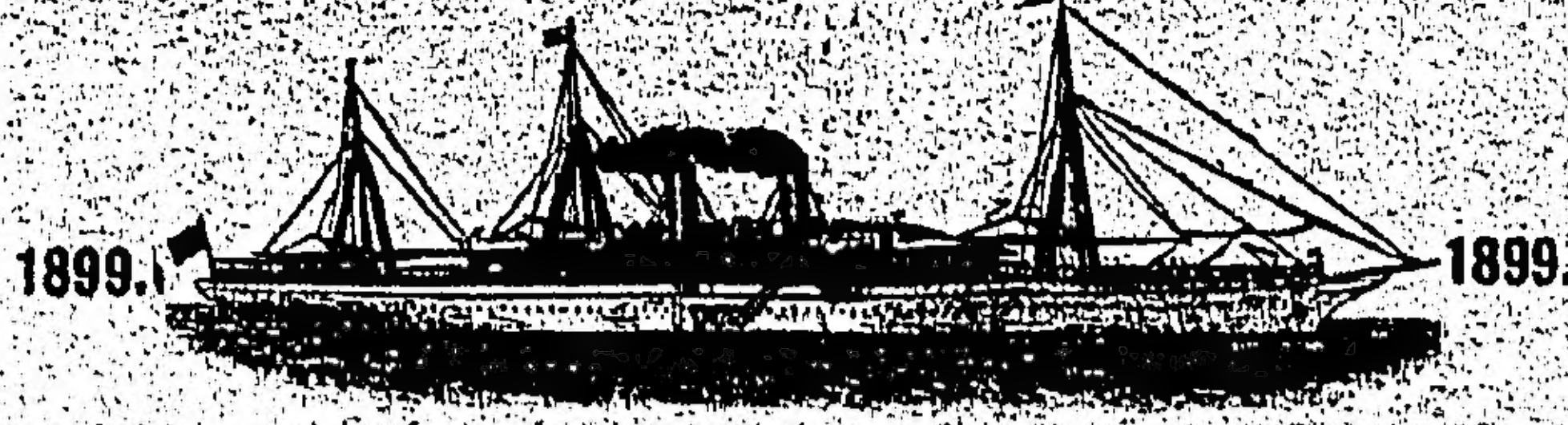
For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 14th June, 1899.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 29th July, 1899.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey; and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street, [3].

## CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.  
THE C. P. R. Company's Steamship.

"ATHENIAN,"  
3,882 tons gross register, will be despatched on or about MONDAY, the 19th instant, for VICTORIA, and VANCOUVER, VIA JOJO, KOBE, YOKOHAMA. The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all Points.  
Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES.  
For Information as to Rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street, [3].

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th Aug., at Noon.

## THE Steamship.

"HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC Railways, also the CANADIAN PACIFIC RAILWAY, on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day. All Parcel Packages should be marked to address in full, value of same if required.

Consular Invoices (to accompany Cargo destined to points beyond San Francisco, in the United States) should be taken to the Company's Office in Street, Pedder Street, and delivered to the Collector of Customs at San Francisco.

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## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia... 2,837 J. Truebridge... June 17.

Victoria... 3,502 J. Panton... July 4.

Tacoma... 2,811 A. Dixon... July 29.

Glenloch... 3,750 J. McGillivray... Aug. 8.

Calling at AMOY.

FOR PORTLAND, OREGON.

IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2,976 N. Moncur... July 8.

Monmouthshire... 2,874 W.A. Evans... July 22.

Lennox... 3,677 Williamson... Aug. 19.

Columbia... 2,976 N. Moncur... Sept. 23.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON 47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK 41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED.

General Agents.

Hongkong, 14th June, 1899.

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Hongkong, 14th June, 1899.

## Mails.

## NORDEUTSCHER LLOYD.



## HAMBURG-AMERIKA LINE.

(Freight Service.) (East Asiatic Service.)  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRUSTE, ORNO, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KONIGSBERG	HAVRE and HAMBURG	About 18th June
Christiansen	(LONDON with transshipment in HAMBURG)	June
AMIRIA	HAVRE and HAMBURG	5th July
Bismarck	(LONDON with transshipment in HAMBURG)	June
SARNA	HAVRE and HAMBURG	About 9th July
Linschoten	(LONDON with transshipment in HAMBURG)	July
D. RICKMERS	NEW YORK, via SUEZ CANAL	About 16th July
Bahle	via SUEZ CANAL	July

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU. The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... 3,406 J. about June 18.

Belgian King... 3,379 J. about July 1.

Carmarthenshire... 2,929 J. about Aug. 1.

Carlisle City... 3,002 J. about Aug. 26.

\* Has accommodation for a limited number of First and Second Class Passengers.

THE Steamship

"THYRA" will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 18th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 13th June, 1899.

[1330]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th July, at Noon.

City of Rio Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Aug., at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC Railways, also the CANADIAN PACIFIC RAILWAY, on payment of 24 in addition to the regular tariff rate.

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## FROM AMERICAN PAPERS.

## Sloan's Success at Newmarket.

LONDON, May 13th.  
The smart racing set, headed by the Prince of Wales, has been at Newmarket all the week, where Tod Sloan, the American jockey, gave wonderful exhibitions of horsemanship and gained some of his victories by his amazing skill and judgment. Sloan now holds the record for the Newmarket course, which up to Thursday was fifty-two wins, and fifty-two losses. The Rowley mile, over which most of Sloan's victories have been achieved, has been christened "Tod Sloan avenue."

## Taffy for John Bull.

AN AMERICAN MINISTER AROUSES ENTHUSIASM IN LONDON.  
LONDON, May 13th.

One of the features of the annual meeting of the Congregational Union here this week was an Anglo-American demonstration on Thursday, when an American delegate, Rev. Dr. Judson Smith, aroused intense enthusiasm by an eloquent address, in the course of which he touched upon America's gratitude for England's support at a critical moment. Dr. Smith said: "Whatever friction or irritation there may have been in the past, that is all over now. We hope to prove at every time and in every emergency a friend to England, as England proved our friend."

Dr. Fairbairn warmly welcomed Dr. Smith's utterance and expressed confidence that America's new departure meant the growth of a new religious impulse, a new moral enthusiasm, a new divine passion in the policies of the world.

## Plotted to kill Humbert.

ROME, May 13th.

Five men charged with being accomplices of Acciarito in the attempt to kill King Humbert last year will be tried next week. Acciarito is a notorious scoundrel, but his remorse is accompanied by a forceful desire for revenge. His statements, which have never varied under cross-examination, show that a group of seven anarchists, including himself, formed a secret revolutionary junta. They determined to kill the King and drew lots to decide who should make the attempt. The lot fell to Acciarito. He has since satisfied himself that the lottery was a job in which he was destined from the first to draw the murder ticket, and by the same token decided that they never plotted with Acciarito and always regarded him as a harmless lunatic.

## Gold Discovery in Olympic Mountains.

TACOMA, May 14th.

For nearly two years A. L. Nelson, a miner of Portland, Or., has been quietly prospecting in the Olympic mountains, which have been searched unsuccessfully heretofore, for mineral veins. Nelson went deeper into the mountains than earlier prospectors, and has been rewarded by uncovering some ledges that are likely to cause him mining excitement in the Olympic peninsula. His nearest locations are in Elwha Valley, twelve miles southeast of Port Angeles. He has penetrated ledges with drifts and tunnels, obtaining ore running 300 feet to the surface. One ledge has a width of 200 feet, carrying gold-silver and copper ore. Nelson has just taken numerous samples to San Francisco to be assayed.

## To Check Malarial Fever.

CHAMBERLAIN ESTABLISHES A SCHOOL FOR EXPERIMENT IN REMEDIES.

LONDON, May 13th.  
Joseph Chamberlain blossomed forth this week as a skilled doctor in the cause of philanthropy. He recently added for £25,000 to the Birmingham University and Andrew Carnegie's contribution practically completes the sum required. The conditions of Mr. Chamberlain's donation meet the warm approval of the press. The Daily News suggests that Mr. Chamberlain's sweet compulsion was instrumental in securing Mr. Carnegie's handsome contribution. Mr. Chamberlain on Wednesday presided at a dinner in aid of a fund for the establishment of his school of tropical medicine, and by the time coffee was reached subscription amounting to £15,000 had been announced. Mr. Chamberlain, in the course of an interesting speech at this dinner on "The White Man's Burden," dwelt upon the fact that the greatest enemy of the white man was not the hostility of savage chiefs, the influence of barbarous customs, or the physical difficulties of tropical countries, but malarial fever. A new school devoted to experiments and researches for remedies for tropical diseases will be situated in the vicinity of docks, where subjects are never lacking.

## The New York Fire Department.

Hugh Bonner, the most efficient Fire Chief New York ever had, has been forced to resign after thirty-nine years' service. His decision, it is believed, was the result of the nagging of Tammany leaders, who want to make the Fire Department a political annex. A short time ago there was a scheme to legislate Chief Bonner out of office, but the public protest was so loud that this was defeated. Chief Bonner's retirement now causes the deepest regret among New York fire underwriters and others who have learned to appreciate the value of his services to the city. It has been said that insurance rates were lower because he was Chief.

Edward F. Croker, who succeeds Bonner as the head of the department, is a nephew of Richard Croker, the boss of Tammany Hall, through whose influence the change is believed to have been made. Chief Croker entered the service on June 22, 1848, as a fireman, and was promoted to be assistant foreman in August of the same year. In February, 1888, he became foreman of engine company No. 1. In February, 1892, he was promoted to be chief of battalion. He was made deputy chief July 2, 1898, and has two whole pages in the honor roll.

## A Mormon Leader Flees to Klondike.

SALT LAKE CITY (Utah), May 14th.

Orson Smith, a leading Mormon ecclesiastic and Postmaster at Logan, has fled the country. He had 400,000 bushels of wheat stored in San Francisco and went there ten days ago to have an accounting. He had been holding the wheat for months for a rise and found instead of a profit that the margin left over warehouse charges was practically nothing. As president of the Cache Lake he had the confidence of dozens of small farmers, who intrusted their wheat and money to him to carry on his speculations. Many of them are ruined.

Smith left Seattle three days ago for the Klondike, where he hopes to retrieve his fortune. Before going he told his three wives, telling them he would have to maintain their families. All of his property was attached to-day. No estimate can be made of his indebtedness, but it is known to be very heavy.

## Train Plunges Over A Precipice.

ROSBURG (Or.), May 13th.

Through freight No. 222 on the Southern Pacific, which left here this morning, was wrecked near Glenbrook, four miles south of the station. Engineer James McCauley

and two trains were killed and Fireman James Merriman of Portland badly injured.

The engine and five loaded cars left the track and plunged over a perpendicular bank twenty-five feet high. The engine turned over twice and a carload of flour piled on top of it. The tank was bottomed up, with Fireman Merriman beneath. When Conductor Everton rushed through the smoke and steam he found McCauley standing erect with one hand on the lever and the other over his mouth. When carried out he looked at his scalded hands and exclaimed: "My God, this is awful." He lived only a few minutes. Fireman Merriman was unconscious when released, and on regaining consciousness said the engineer told him not to jump. He was badly cut about the head and body, but is not considered in any danger. The names of the trains are not known. The cause of the wreck is not known.

## Accused of Apostasy.

CHARGES AGAINST GEORGE Q. CANNON, THE MORMON LEADER.

SALT LAKE CITY (Utah), May 14th.

Nathan Tanner Jr., a well-known citizen of Ogden, has formulated charges of apostasy against George Q. Cannon, a member of the First Presidency of the Mormon Church. These charges were sent by Mr. Tanner to the high council at Salt Lake City, but the clerk of the council, acting under the direction of President Angus M. Cannon, refused to receive the document. The rejection was based upon the ground that Mr. Tanner was not in good standing in the church, and therefore had no standing in a church court. It is felt by many that the matter is one of political hostility, prompted by a Democrat who has a quarrel with the policy of the Republican party which Cannon represents.

In discussing the causes which led up to the charges Mr. Tanner stated that articles had appeared in the *Juvenile Instructor* which he did not think sound doctrine; that he had written Cannon upon the subjects as the several different articles appeared; and that Cannon had maintained the correctness of the doctrine taught by him. Mr. Tanner said it seemed to him a matter of grave importance; that conflicting as they did with the highest authority, he deemed it sufficient important to warrant an action wherein the matters could be judicially determined. He said that since the matter related solely to Cannon's published views upon doctrine he did not deem it any violation of church rules or of Cannon's rights to give the matter to the press.

Tanner and his friends declare that if the high council does not order the trial of Cannon the churchmen's enemies will see to it that further charges will be filed by a member of the church whose standing is certain.

## All Seek to Honor Dewey.

NAVIES OF EUROPE RAGER TO WELCOME THE ADMIRAL.

WASHINGTON, May 14th.

Admiral Dewey's home-coming by way of the Mediterranean is likely to give occasion for distinguished honors from the navies of Europe, most of them being represented by extensive squadrons in those waters and some of them having their chief naval stations at Mediterranean ports. Already Ambassador Cambon, of France, has called the attention of the authorities at Paris to the return of Admiral Dewey by way of the Mediterranean and the probable sailing of his flagship *Olympia* past the French naval ports of Algiers. These are easy and natural stopping places along that route. It is hardly expected that the Admiral will touch at Toulon, the great naval depot of France. At the ports of French Algiers he will be accorded every honor due, not only to his rank, but to the universal esteem in which he is held by the naval fraternity.

The British authorities have taken no steps thus far to have the Admiral stop at British ports, and it was stated to-day by one of the British officers that Dewey would be assured a most enthusiastic greeting if he stopped at any British station and that undoubtedly steps would be taken to induce him to touch at Plymouth or Portsmouth, the southern naval depots of England. If there was any prospect of his acceptance in any event, it is said, the Admiral was quite likely to stop at Malta and Gibraltar, as these are the usual calling places, and this would give an opportunity for an expression of British esteem for him. In the event that the Admiral could be induced to stop in England, en route home, it is said he probably would be met at Aden or Port Said by a British escort.

## Standard Oil Works Burned.

THE CITY SHAKEN BY THE FORCE OF THE EXPLOSION.

FRESNO, May 13th.

The Standard Oil Works, located one mile north of this city, were almost totally destroyed by a fire which broke out at 10:30 to-night. The cause of the fire is unknown. When the alarm was given the magnitude of the disaster was not grasped till a tooting of steam whistles from the engines along the Southern Pacific reservation on which the works are located, gave notice of something unusual had happened. At first it was supposed to be a packing-house fire, but the rapid sequence of five explosions and the glare of burning gas which illuminated the northern city limits and made a light like as at noon day, showed what had occurred. Vast volumes of smoke rolled toward the town, driven by a brisk breeze and there was a rapid exodus of citizens to the scene of the conflagration.

The oil tanks went up, one after the other, within a few seconds of each other with a shock perceptible in every part of the town. Fortunately the works are located in an isolated spot with only one or two houses near. One of these was destroyed, and in the wreck of the company's plant two horses perished, two wagons were burned up, and the residents in the remaining houses were glad to escape in their night clothes. The fire wrought havoc with the telegraph and telephone poles and wires, temporarily delaying communication.

An exact estimate of the loss cannot be ascertained, but it is known that 100,000 gallons of refined oil, 300,000 gallons of gasoline and 400,000 gallons of case oil went up in smoke. The oil refinery close by escaped injury. The force of the explosion scattered the iron tanks in small fragments over an area of 200 yards around the scene of the explosion. The "Owl" train passed through the burning area safely shortly before midnight.

## Claims Against the United States.

ALLEGED LOSSES BY FOREIGNERS IN CUBA.

WASHINGTON, May 14th.

The State Department has been informally advised that claims aggregating a considerable amount have been made by British, French and German residents in Cuba during the recent insurrection, and that these ultimately will be pressed against the United States Government. The claims themselves have not yet been presented, but are being collected by the several foreign consuls at the claimants' expense. In some cases schedules have been made and the aggregate stated to the authorities here. The French claims aggregate between \$5,000,000 and \$10,000,000. The German

claims are understood to be slightly under those of the French, while British claims are said to be considerably more than either the French or German.

These foreign claims are quite distinct from those of the citizens of the United States, originally against Spain for damages sustained in Cuba during the insurrection. The peace treaty specifically provided for these American claimants, releasing Spain and stating that the United States would make such settlement as was proper. Under this clause claims aggregating several millions have been filed. No provision, however, was made by the treaty for foreign claimants, and there appears to be much doubt as to who is liable since the sovereignty over Cuba has passed from the hands of Spain. The United States having undertaken to look after the American claims, the foreigners are desirous of being treated in the same manner.

It was stated at one of the foreign establishments that there was no disposition to push the claims unduly, but to bring them to the attention of the United States Government in order that the question of liability might be determined and such relief granted as the merits of the cases warranted. It is appreciated in these foreign quarters that payments will be largely a matter of discretion with the United States, as the obligation to look after the American claims was assumed voluntarily and there is no obligation, either in the treaty or on general principles of law for assuming the claims growing out of Spain's inability to maintain order in Cuba during the period of Spanish rule. These foreign claims cover damages to plantations, personal property, etc., of French, British and German residents of Cuba, and are not connected with the bonded debt of Cuba in foreign hands, which debt was assumed in Spain.

## America's Defective Jury System.

The acquittal of Peter W. McGlade, charged with the forgery of pay warrants, is a remarkable miscarriage of justice. The evidence against McGlade could hardly have been made stronger. It was shown that, as the Street Superintendent, he knew that men to whom warrants were issued with forged signatures had done no work for the department; witnesses swore that the forgeries were in McGlade's handwriting; among them a noted expert and a firm of brokers who had done business with him. His flight under an assumed name when suspected of the forgery was admitted. Yet in spite of all and when McGlade's denial was the only testimony in his defense, a jury saw fit to find him not guilty. We may well believe that it was a jury of his peers.

This case throws the defects of the present system of jury-drawing into very sharp relief. In discussing it, Assistant District Attorney Black intimates that there was bad material in the jury, some of it represented by a man who was implicated a few years ago in a Custom-house scandal. Two of the jurors had no occupation; another was not represented in the directory; various others were of the semi-responsible class whose interests in the well-being of the city was not guaranteed by any known antecedent fact in their careers. Under any discriminating choice of jurors a clear majority in the membership of the body which acquitted McGlade would have been left out.

How to get reliable juries is one of the pre-judging questions of the time. The true qualifications of a juror are honesty, common sense, intelligence, fair-mindedness, public spirit and good repute. It is not possible to find these traits in every one of twelve men taken indiscriminately from anywhere, least of all from a handful of names from the assessment roll. How it is to be done is another matter. In the State of Washington they are trying to solve the problem by means of Jury Commissioners. It is too early yet to decide as to the result, but the attempt is proof of public vigilance and zeal to protect the fountain-head of justice, which might properly be emulated here.

## Harvard and Yale Sports.

NEW HAVEN (Conn.), May 13th.

Harvard won a decided victory over Yale this afternoon in the annual athletic games, and as a result came into permanent possession of the long-fought-for trophy cup, having won the games five times to Yale's three.

The heavy track and field events were the main feature of the day. In the 220-yard race he came down the last twenty-five yards fully four yards behind the Harvard crack, but pulled away from the bunch and finished six inches to the fore, winning what seemed to be a sure race for Yale. In the 440-yard dash he and Burke fought the entire last lap. The crowd fairly went wild as the two runners tore up the track, both sprinting in the finest form and followed by other men who would have been considered as doing good work under the conditions.

The prettiest exhibition of pure sand and navy was the high jumping jump. Yale was outclassed except in the case of Walter F. Rough Rider, who did not begin to train for the games until about a week ago and he had worked so hard that he was all but ill. He fought desperately, however, and when the tie between himself and three other jumpers, all Harvard men, was decided, he set to trying for second place. Ferguson, one of the Harvard men, was not willing to toss up, so the jumping proceeded and for two trials, unsuccessful in each case, both men jumped. Walter fell twice and had to be lifted to his feet, but insisted on continuing until his opponent, who alone remained, agreed to toss up for second place, with the result that Walter won third place. Ferguson complimented the veteran warmly on his nerve and the Harvard men cheered him. The final score was: Harvard, 544 points; Yale, 414. Summary:

Dash, 440 yards—Won by Burke, Harvard; Boardman, Yale, second; Luce, Yale, third. Time, 2:09.5.

Hurdle, 120 yards—Won by Fox, Harvard; Finckle, Yale, second; Converse, Harvard, third. Time, 0:16.

Dash, 200 yards—Won by Lunt, Yale; Quinlan, Harvard, second; Roche, Harvard, third. Time, 0:10.5.

Shot-put, sixteen pounds—Won by Brown, Harvard; Francis, Yale, second; Robertson, Yale, third. Distance, 30 feet 7 inches.

One mile, running—Won by Pitzer, Yale; Clyde, Yale, second; White, Harvard, third. Time, 4:15.5.

Half-mile, run—Won by Adams, Yale; Brennan, Yale, second; Bush, Harvard, third. Time, 1:17.5.

Hurdle, 120 yards—Won by Converse, Harvard; Warren, Harvard, second; Hollowell, Harvard, third. Time, 0:25.5.

Throwing sixteen-pound hammer—Won by Boalt, Harvard; Clark, Harvard, second; Brown, Harvard, third. Distance, 130 feet 7 inches.

Dash, 200 yards—Won by Boardman, Yale; Quinlan, Harvard, second; Warren, Yale, third. Time, 0:22.

Running broad jump—Won by Daly, Harvard; Harrington, Harvard, second; Edsell, Harvard, third. Distance, 22 feet 3 inches.

Running high jump—Won by Roche, Harvard; Waller of Yale and Wright, Ferguson and Morse of Harvard all tied for second place. The points were divided. Distance, 5 feet 11 inches.

Pole vault—Won by Yale, Harvard defaulting.

## TELEGRAMS.

ANOTHER ORIENTAL LINE IN PROSPECT.

TACOMA (Wash.), May 13th.

General Manager Higbee of the Empire Transportation Company admits that his company contemplates establishing a new trans-Pacific steamship line, probably run from Puget sound. He says no definite announcement will be made until the Government has finished using the transports *Ohio*, *Indiana*, and *Pennsylvania*. These steamships will be utilized for the proposed new line when the time comes. Mr. Higbee says that his company has received several propositions to engage in Oriental traffic. As the Empire Company is backed by the International Navigation Company of New York, it can secure all the capital necessary to execute its plans.

## LONDON COMMENT ON LORD CHARLES BEREFSFORD'S VIEWS.

LONDON, May 13th.

The morning papers all devote space to the new book of Rear-Admiral Lord Charles Berefsford, "The Breaking Up of China," which is regarded as timely in view of the news from Shanghai and Peking. The *Morning Post*, which approves many of the author's proposals, says, however, that a triple alliance between Great Britain and the United States and Japan as Lord Berefsford suggests, is not a solution to the problem. The author does not commit himself to a policy of a hypothetical, pledge to use force against Russia. The *Daily Telegraph* on the other hand, thinks that Russia would not be likely to foster such a coalition against her.

## TO BUILD A RAILWAY IN THE PHILIPPINES.

CHICAGO, May 13th.

London, New York, and Chicago capitalists will build a railroad in the Philippines, says a London promoter, is pushing the plans. English and American capital already is heavily interested in the scheme, and a strong effort is soon to be made to secure from Congress the necessary franchises and rights. Mr. Stone refuses to give out the names of the moneyed men interested, but the general plan already has been made known to financial men of this city.

When the company is fully organized it will be incorporated in this country, and then all the particulars will be made known. Mr. Stone says: "The American members of the syndicate have international reputation as financiers, and some of them have had much experience in railroad matters. They stand high in the financial world. As soon as the needed transportation facilities are assured the syndicate will invest heavily in tobacco, rice and sugar plantations."

"A point in our favor will be the opportunity to obtain native labor, which in the Philippines is very cheap. If we were compelled to employ Americans for the entire work it is probable that the money for the enterprise would not be so easy to obtain. But with native workmen and the American way of doing things we should be able to control the rice and sugar markets of the world."

## TROUBLE IN SIMLA COURT—CURZON'S MOTHER-IN-LAW THE CAUSE OF MUCH DISCORD.

NEW YORK, May 13th.

A cable to the *World* from London says: Private letters from Simla bring tidings of something like a revolution in the Vice-regal household, owing to the pretensions of Lady Curzon's mother, Mrs. Lester. Captain Mead, one of Lord Curzon's aide-de-camp, has resigned, and a distinction has never before been reported to be in a state of suppressed mutiny. The trouble began with the giving of orders by Lord Curzon that when Mrs. and Miss Lester were driving together they should be escorted by an aid-de-camp. There is no place on earth where the rules of etiquette are so absolutely observed as in this colony, and Anglo-Indian officialdom was astounded by Lord Curzon's action. Tradition has prescribed that sons, daughters or sisters of the Viceroy may have a vice-regal aide-de-camp in attendance, but such a distinction has never before been claimed for the Viceroy's mother-in-law.

Captain Mead formally declined to escort the ladies and offered his resignation, which was accepted. He is now returning to England. The young Earl of Suffolk, another of the Viceroy's aids, who is very fond of Daisy Lester, has since attended the ladies, but not officially. There has also been much trouble and heart-burning over the precedence of the Viceroy's mother-in-law and sister-in-law at Vice-regal entertainments. Mrs. Lester insisted upon being taken in after her daughter. This point was conceded reluctantly by the starchy old officials, but was bitterly resented by their wives. The Vice-regal circle being necessarily restricted, this unpleasantness is continually cropping up in one form or another, making Lord Curzon's life miserable. Mrs. Lester apparently could not understand what the trouble was all about and the intense enjoyment she derived from her quasi-regal honours was the most irritating feature of all to the supererogated wives of the high officials.

## AN AMERICAN SHOTS OFF HIS OPINIONS IN A GERMAN-BEER GARDEN WITH DISASTROUS RESULTS.

PASSAIC (N. J.), May 14th.

Information has been received here by relatives of William Vaneck, who started on a European trip several months ago, that the young man is in prison in Germany on a charge of lese majeste. The report is that while he was in a German beer garden he got into a quarrel over the Spanish war. Although he is of German descent, he said the Kaiser was "big stuff." He was arrested on the spot and a magistrate imposed a sentence of six months in jail.

## SIR HENRY TRYING IT.

LONDON, May 14th.

Sir Henry Irving, whose recent work in the title role of Sardou's drama "Robert, Robert, Robert" at the Lyceum Theatre has been exceedingly trying, was taken seriously ill this morning. (Squaring with an affection of the throat.) He immediately telegraphed to his wife and the result of his illness is that he is unable to perform his part during the week which he

taken by his son, Lawrence Irving, who is Sir Henry's understudy in several notable roles. The announcement of the illness brought a large number of callers this evening to Sir Henry's residence in Grafton Street, but his medical adviser has forbidden him to receive any one at present. It is hoped that with complete rest he will be restored to his usual health by the end of the week.

## GERMAN EDITOR IN JAIL.

BERLIN, May 13th.

Herr Maximilian Harden, editor and publisher of the *Zukunft*, has begun to serve the six months imprisonment to which he was sentenced on November 4th last, after having been convicted of lese majeste in comparing the Emperor to a poodle prince and on other charges.

## RESTRICTING FREEDOM OF THE PRESS IN PRUSSIA.

BERLIN, May 13th.

Contrary to the custom heretofore permitting the press to freely criticize Parliamentary proceedings, the Prussian House has begun an action against four Socialist newspapers for defamation for criticising the debates on the bill for the restriction of the right of free residence.

## NO VICTORY FOR BRITONS—ORDERS FOR STEEL PLACED IN ENGLAND.

LONDON, May 14th.

The cable dispatches announcing that Dick Kerr & Co. of London have secured an order for 300 tons of steel guard rails, to be used on the new Boston elevated road, have been treated here by the newspapers as an industrial victory and as a reply to the granting to a Philadelphia firm of the contract to erect a bridge over the Albatra river in the Sudan.

The correspondent saw Mr. Kerr, the senior partner of the firm, to-day. He said: "It is no victory at all. Three contracts from New York, Boston and Philadelphia were given to us without solicitation and simply because the American mills are overworked. A few years ago English firms had all this branch of the business, and they held it until the American mills took up the work."

## PARIS AFTER A POWERFUL GUN.

LONDON, May 14th.

The *Daily Mail* this morning says the Admiralty has offered £75,000 for an electric gun invented by the son of a Portland grocer. The gun throws an explosive shot a distance of five and one-half miles. It is needless and senseless.

## PARIS CHAMBER OF COMMERCE BURNED.

PARIS, May 14th.

A fire broke out at 1.15 this morning in the Chamber of Commerce and the flames spread rapidly. At 3 o'clock, however, the fire was under control, but the building was partially destroyed.

## OPPOSE SUNDAY NEWSPAPERS.

LONDON, May 13th.

A deputation including Right Rev. Mandell Creighton, Bishop of London, John Burns, the labour leader, the Rev. Hugh Price Hughes and others representing religious bodies, waited upon Sir Matthew White Ridley, Secretary of State for the Home Department, protesting against seven-day newspapers. Sir Matthew J. Stewart who acted as spokesman for the deputation asked for a stronger sympathetic expression from the Government to strengthen the movement. John Burns said that Sunday was the British workingman's treasure and that Sunday newspapers were unnecessary. The Home Secretary replied that he was entirely in sympathy with the deputation, but that he was afraid the Government could do nothing in the premises. He however, would fully consider the matter. Sir Matthew White Ridley added that he would be glad to authorize local authorities to frame by-laws with the object of discouraging Sunday editions of newspapers.

## NINE MONTHS FOR A DEFAULTER.

LONDON, May 13th.

G. R. Birt, Chairman and managing director of the Mill Wall Dock Company, who disappeared in February last, leaving a deficit of over £200,000 in the affairs of the concern, was sentenced to-day to nine months' imprisonment. Mr. Birt is 70 years old and the father of thirteen children.

## WAR ON JEWS IN RUSSIA.

LONDON, May 13th.

The Russian Government has decided upon exceptional measures against the Jews, doubtless owing to the intense feeling against them prevailing in many parts of Russia at the present time. The first anti-Jewish measure was promulgated yesterday when the stay of all even foreign Jews, is prohibited in St. Petersburg. No exemption will be made even in the case of French Jews.

There have been serious outbreaks against the Jews at Nicolaieff, in connection with the Easter festivities of the Greek church. The Jews there number 30,000 out of a total population of 100,000. The rioters, who were mostly labourers, numbered 5,000. They wrecked hundreds of Jewish houses and shops, desecrated Jewish graves, and killed and captured a large number. About 500 of the rioters were arrested after several furious conflicts with the Cossacks, several of whom it is reported, were stoned or beaten to death with awfully weighted slings, with which the rioters attacked the police.

## BRITISH ILOILO CLAIMS.

LONDON, May 12th.

In the House of Commons to-day, the Right Hon. Sir John Brodick, Parliamentary Secretary of Foreign Affairs replying to a question by John St. Clair, Radical member for Forfarshire, relative to the destruction of British property by the bombardment of Iloilo, said that the Government had no information with regard to the intention of the United States to compensate traders. The question of these claims, the speaker said, is under consideration by the British Government and will not be lost sight of.

## AMERICAN CIVIL SERVICE COMMISSION TAKES ENGLAND AS ITS MODEL.

WASHINGTON, May 12th.

The report of the Civil Service Commission, now in course of preparation, will contain some recommendations concerning the system of government for the Philippines and Porto Rico. The Commission will lay great stress on the policy of the non-granting of autonomy to the colonies, the tropics unless a considerable number of the inhabitants are of the Anglo-Saxon race, and will inferentially contend that the United States should follow this system. This is seemingly outside the province of the Commission's functions, but the Commission is apparently not for expansion and believes it should have some say about the matter in which the offices are distributed if the United States is to maintain permanent control over its new possessions.

The Commission will recommend that all the higher offices should be filled according to merit and not be subject to political fluctuations, as in the United States, and that all offices involving the handling of revenues should be under the merit system. The Commission will also recommend that all revenues collected in the new insular possessions be expended for the benefit of those possessions. A system of promotion based on the British colonial policy is proposed. Under this, appointments in the insular service will first be

made to smaller offices, and the appointees advanced, according to merit, to the more desirable places. In the course of time, when the system is well under way, the new appointees would be sent to the smaller places and permitted to work their way up to places in the larger islands.

## WANT A HOME FOR DEWEY.

NEW YORK, May 13th.

"The New York Times" in an editorial entitled, "What Shall we do for Dewey?" urges the opening of a subscription through the newspapers of the country to a fund for Admiral Dewey. It is proposed to raise in this manner \$250,000. Half of this it is proposed shall go to the erection of a residence for the Admiral in whatever place in the United States he might prefer, and the other half for his personal use.

## "THE BREAK-UP OF CHINA."

Lord Charles Berefsford's book *The Break-Up of China* with an *Abstract of its Present Contents: Currency, Waterways, Armies, Railways, Politics and Future Prospects*, was ready for publication when the American mail which arrived yesterday left Frisco, but delay was occasioned for some days in order that the copyright in the United States should be secured, it being necessary that the whole of the book should be set up in type in the States. The author argues that the question involved is one of the break-up of an Empire of 400,000,000 of people, an event certain to cause serious damage to trade and commerce, and to plunge the world into the horrors of an international war. The alternative policy proposed by him, with practical suggestions for carrying it out, provides for a strong China, and the "open door" for the trade of all nations. There are two chapters with an account of Lord Charles Berefsford's journey through Japan and America. We hear that copies of the London edition will be here by the next English mail on or about 24th instant.

## PIPECLAY AT A DISCOUNT.



## Intimations.

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the  
best  
MIDY  
wood.  
Unlike the  
oil of the  
Bazars, it is  
superior to  
Coccoloba,  
Cubeb,  
or Injections,  
and causes  
no inconvenience.

Beware of imitations.  
Each tiny Capsule  
bears the name  
SANTAL MIDY.

8, RUE VIVIERE, PARIS.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbour:  
GERARD C. TOBEY, American bark, J. F.  
Surtell, By Order.  
QUEEN MARGARET, British ship, Fraser—  
Standard Oil Co.

## The Share Market.

## LATEST QUOTATIONS.

(June 16th).

**Banks.**  
Hongkong and Shanghai Banking Corporation  
—300 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference)  
—300 per cent. prem.  
The Bank of China & Japan, Ltd.—(Ordinary)  
—50 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)  
—55 buyers.  
National Bank of China, Ltd.—(\$20)  
Do. —(\$20)  
Do. —(\$20).  
**Marine Insurance.**  
Union Insurance Society of Canton, Ltd.—\$230  
buyers.  
China Traders' Insurance Co., Limited—\$62.  
North China Insurance Co., Ltd.—\$15. 190.  
Langtze Insurance Assoc. Ltd.—\$100 buyers.  
Canton Insurance Office, Ltd.—\$140 sellers.  
Straits Insurance Co., Ltd.—\$3.  
**Fire Insurance.**  
Hongkong Fire Ins. Co., Ltd.—\$315  
China Fire Ins. Co., Ltd.—\$58.  
**Shipping.**  
Hongkong, Canton & Macao Steamboat Co.,  
Limited—\$29.  
Indo-China Steam Navigation Company, Ltd.  
—\$60.  
China and Manila S.S. Co., Ltd.—\$30.  
Douglas Steamship Co., Ltd.—\$59.  
China Mutual S. N. Co., Ltd.—(Preference)—  
\$20 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—  
\$3 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3  
buyers.  
Star Ferry Co., Ltd.—\$14.  
**Refineries.**  
China Sugar Refining Co., Ltd.—\$175.  
Luxon Sugar Refining Co., Ltd.—\$3.  
**Mining.**  
Punjom Mining Co., Ltd.—\$11.  
Do. —Preference Shares—\$2.  
Société Française des Charbonnages du Ton-  
kin—\$205.  
Queens Mining, Limited—\$55.  
Gold Mining and Trading Co., Ltd.—\$103.  
Sanyo Mining Co., Ltd.—\$50.  
Olivea Freshold Mines, Ltd.—(P)—\$5.  
Great Eastern and Caledonian Gold Mining  
Co., Ltd.—\$31.  
**Boats, Wharves and Godowns.**  
Hongkong & Wharves Dock Co., Ltd.—100  
per cent. prem.  
Hongkong and Wharves Dock Co., Ltd.—100  
per cent. prem.  
Wanchai Warehouse and Storage Co., Ltd.—\$41.  
New Amoy Dock Co., Ltd.—\$15.  
**Lands, Hotels and Buildings.**  
China Provident Loan and Mortgage Co., Ltd.  
—\$275.  
Hongkong Land Investment and Agency Co.,  
Ltd.—\$89 buyers.  
Kowloon Land and Building Co., Ltd.—\$24  
buyers.  
West Point Building Co., Ltd.—\$201.  
Hong Kong Hotel Co., Ltd.—\$95.  
Humphreys Estate and Building Co., Ltd.—  
\$100 buyers.

## Miscellaneous.

Green Island Cement Co., Ltd.—\$38.  
China-Borneo Co., Limited—\$3 buyers.  
A. S. Watson & Co., Limited—\$1.  
Hongkong Electric Co., Limited—\$13.  
Hongkong and China Gas Co., Ltd.—\$130.  
Hongkong Rope Manufacturing Co., Ltd.—\$170.  
Geo. Fenwick & Co., Ltd.—\$13.  
Hongkong Ice Co., Ltd.—\$112.  
Hongkong High Level Tramways Co., Ltd.—  
\$121.  
Dairy Farm Co., Limited—\$1.  
Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell, Moore & Co., Ltd.—\$11.  
Bells Asbestos Eastern Agency, Limited—\$1  
nominal.  
Bells Asbestos Eastern Agency, Ltd.—\$5.  
Carmichael & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and  
Dyeing Co., Ltd.—\$8.  
Ewo Cotton Spinning & W. Co., Ltd.—Tis. 70.  
International Cotton Mfg. Co., Ltd.—Tis. 70.  
Lau-kung-mow Cotton Spinning & Weaving  
Co., Ltd.—Tis. 70.  
Soy Chee Cotton Spinning Co., Ltd.—Tis. 350.  
Yehoon Cotton Spinning Co., Ltd.—Tis. 55.  
Tobacco Planting Co., Ltd.—\$3 per share.  
Tobacco Planting Co., Ltd.—\$3.  
BENJAMIN KELLY & POTTS (Share Brokers.)  
Telegraph Address—"Rialto."

## EXCHANGE.

Hongkong, 16th June.  
ON LONDON, Telegraphic Transfer .....11/11  
Bank Bills, on demand 1/11 11/10  
Credits, 4 months' sight .....2/0  
D'ments, 4 months' sight .....2/0  
ON BERLIN, (demand) .....M.2.015  
Bank Bills, on demand .....2/0  
Credits, 4 months' sight .....2/0  
ON NEW YORK, Bank Bills, on demand .....4/3  
Credits, 30 days' sight .....4/3  
ON BOMBAY, Telegraphic Transfer .....14/1  
On demand .....14/1  
ON SHANGHAI, Telegraphic Transfer .....7/2  
Private, 30 days' sight .....7/2  
ON YOKOHAMA, T.T. .....4 per cent. prem.  
Sovereigns, Bank's Buying Rate .....\$10.11  
Gold Leaf too touch, per tael .....\$2.75  
Bar Silver .....\$2.73 1/2  
Dollars .....\$2.73 1/2 per cent. prem.

## OPIUM QUOTATIONS.

Hongkong, 16th June.  
New Patna, .....77 1/2 per chest.  
Old .....85  
New Benares, .....77 1/2 per picul.  
New Malwa, .....700  
Old Malwa, credit, .....750/220  
Persian, paper .....690/770

VISITORS AT THE HONGKONG  
HOTEL.

Mr. J. H. Aitken Mr. and Mrs. Joseph  
Mr. John Angus Dr. H. Kempie  
Mr. J. R. Armstrong Mr. and Mrs. Kene  
Mr. W. S. Bailey Mr. and Mrs. Kene  
Mr. B. J. Barlow Mr. Kinghorn  
Mrs. S. L. Lee Mr. J. Kirkwood  
Mr. E. N. Bee Mr. and Mrs. J. E.  
Mr. J. Bernard Lambie  
Mr. C. L. Barrett Mr. Somerville Large  
Mr. and Mrs. A. H. Mr. W. H. Low  
Bottenheim Mr. F. L. Macowdray  
Mr. T. F. Bungdorff Mr. Mayston  
Capt. Burnie Mr. H. Merced  
Mr. C. M. G. Burnie Miss Nicholson  
Dr. and Mrs. F. W. Mr. A. C. Van Nierop  
Clark Mr. A. Otis  
Mr. A. Corrodi Mr. and Mrs. Padraan  
Mr. M. M. Cox Mr. W. Parfitt  
Mr. C. G. Gane Mr. Ch. D. Peck  
Miss Drum Mr. P. Ping  
Mr. A. H. Ellis Mr. P. Pla  
Mr. Flock Mr. P. Regalado  
Mr. and Mrs. K. Gibson Mr. and Mrs. A. H.  
Capt. Goddard Rennie  
Mr. and Mrs. Godinez Mr. C. Sherington  
Miss Godinez Mr. H. Simmins  
Major and Mrs. Griffin Mr. Skinner  
Mr. J. H. Grimes Mr. and Mrs. Spencer  
Mr. A. G. Gwynne Mr. T. Turnbull  
Mr. R. J. Hall Dr. Underwood  
Mrs. Hillman Dr. De Wit  
Mr. E. H. Hinds Mr. Veder  
Mr. S. Hirsch Mr. G. Waghorn  
Mr. E. C. Hochapfel Mr. H. E. Waik  
Mr. D. Hoffmann Mr. and Mrs. W. Whitley  
Mr. T. Howard Miss Whitley  
Mr. Wm. K. Hughes Lt. and Mrs. Bagnall  
Mr. R. Fleming John- Wild  
ston

## VISITORS AT THE WINDSOR HOTEL.

Mr. J. M. Abad His Excellency Mar-  
shal Suo and suit  
Mr. F. M. Bell Mr. James MacPateen  
Mr. and Mrs. Bertrand Mr. W. H. Onion  
Mr. David Bright Mr. M. Pardo  
Mr. Ch. M. Burton Mr. J. de la Rama  
Mr. E. R. Cheadle Mr. F. Rehbold  
Mr. Z. Dahl Mr. W. R. Bowling  
Mr. Z. Diaz Mr. C. B. Schuyler  
Mr. G. G. Dunio Mr. Frank H. Snow  
Mr. E. E. Ekel Mr. James Summitt  
Mr. Fred J. Eitel Mr. A. M. Torkington  
Mr. Horne-Gilbert Mr. H. Turner  
Mr. J. F. Gonzales Mr. and Mrs. D. S.  
Mrs. Hopson Wallace  
Mr. C. Kneemann Mr. Henry Warner  
Mr. G. F. Krause Mr. Wm. White  
Mr. H. S. Lofaus Mr. W. Zellios  
Mr. J. O. McIntosh

VISITORS AND RESIDENTS AT THE  
PEAK HOTEL.

Dr. and Mrs. N. M. S. Lieut. R. F. Hobson,  
U.S.N.  
Mr. H. F. R. Bryne- Blag Surgeon W. E.  
Home  
Mr. F. P. Bure Mrs. W. E. Home  
Mr. G. J. Chapman Mr. John D. Hutcheson  
Capt. Clarke R.N. Mr. H. W. Jeffries  
Capt. van Corbach Capt. F. Koford  
Mr. G. H. Dann Mr. J. Lamke  
Mr. and Mrs. W. H. T. Mr. J. E. Lee  
Davis and child Mr. C. W. Longuet  
Mr. A. L. Denison Mr. C. W. Longuet  
Col. H. E. Edele Mr. S. A. Oliver  
Col. G. J. H. Evely Hon. H. E. Rollock  
Mr. J. S. Ezeiel Capt. H. V. Pryne  
Miss Ezeiel Mr. F. Ryan  
Mr. A. Forbes Mr. A. Sinclair  
Lt. Col. A. R. Fraser Mr. A. G. Stokes  
Mr. M. E. P. Frost Mr. G. H. Wheeler  
Colonel E. H. Gorges  
Mr. H. R. Hardcastle

## CRAGIEBURN.

Lieut. J. G. Armstrong, Miss Ombay  
R.N.  
Mr. Armstrong & son Mr. J. L. Richardson  
Lt. Col. G. F. Brown Capt. C. H. Simmonds  
Mr. Alexander Donald R.A.  
Rev. F. Flynn R.N. Mr. Simmonds  
Mr. and Mrs. J. E. Mr. and Mrs. W. E.  
Lambie Connell Valpelle  
Major Long, A.S.C. Connell Valpelle  
Major M. M. Morris, Madam Valpelle  
Mr. and Mrs. W. H. Mr. and Mrs. W. H.  
Horne, Mrs. D. D. Major and Mrs. A. F.  
Ormsby Mr. Williams

## VESSELS IN PORT.

## Steamers.

ALBION, British steamer, 2,500 C. G. Kock,  
14th June—Kobe 8th June, General—  
Gibb, Livingston & Co.  
AMAKA, British steamer, 1,566 C. J. Martock,  
7th June—Sourabaya 30th May, Sugar—  
Jardine, Matheson & Co.  
ATHENIAN, British steamer, 2,440 H. Mowatt,  
8th June—Vancouver, B.C. 7th May via  
Kobe and Moji 3rd June, Flour—C. P. R.  
Coast.  
BAMBERG, German steamer, 2,650 H. Mayer,  
13th June—Moji 8th June, Coal—  
Carlowitz & Co.  
BARON ANDROSSAN, British steamer, 1,820 L.  
V. Mitchell, 1st June—Batsum 21st April.  
Petroleum—Arnhold, Karberg & Co.  
BREID, Norwegian steamer, 645, Johannesen,  
13th June—Singapore 6th June, Wood—  
Dodwell & Co.  
CHANG CHU, British steamer, 1,211, Fred.  
Webb, 13th June—Singapore 8th June,  
General—Chinese.  
CHINA, German steamer, 1,115, P. Voss, 13th  
June—Saigon 11th June, Rice—Siemssen  
& Co.  
CITY OF PEKING, British steamer, J. F. Smith,  
15th June—San Francisco 16th May,  
Honolulu 24th, Yokohama 31st June, Kobe  
7th, Nagasaki 9th, and Shanghai 12th,  
Mails and General—P. M. S. S. Co.  
DIAMANT, British steamer, 1,248, G. A.  
Taylor, 12th June—Manila 12th June,  
General—Shevan, Jones & Co.  
DON JUAN DE AUSTRIA, American steamer,  
Rowin, 20th Jan.—Manila 16th January.  
GLOUCESTER CITY, British steamer, 1,409,  
Nielsen, 28th May—Saigon 24th May,  
Rice—Dodwell & Co.  
GODAVERRY, French steamer, 713, Orsini, 1st  
April—Saigon 25th March, General—  
Chinese.  
GOODWIN, British steamer, 2,324, Arthur  
Jackson 9th June—Moji 3rd June, Coal—  
Mitsui Bussan Kaisha.  
HAIMUN, British steamer, 636, A. Milroy,  
15th June—Tamsui 10th June, Amoy 13th,  
and Swatow 14th, General—Douglas, Lap-  
rak & Co.  
HUPPE, British steamer, 1,894, G. Ramsay, 4th  
June—Hollis 31st May, Sugar—Butterfield  
& Swire.  
INGRAM, German steamer, 894, E. F. Piper,  
13th June—Cebu 8th June, Sugar and  
Rice—Beyer & Co.  
KEONG WAI, British steamer, 1,115, R. Uns-  
worth, 10th June—Bangkok 31st May, and  
Swatow 9th June, Rice and Timber—Yuen  
Fat Hong.  
KUMSANG, British steamer, 2,075, Hay, 24th  
May—Kurusu 19th May, Coal—Jardine,  
Matheson & Co.  
MACHUW, British steamer, 995, T. E. Farrell,  
12th June—Bangkok via Koh-si-chang 5th  
June, Rice and Timber—Yuen Fat Hong.  
MARIE JESSEN, German steamer, 1,771, T. C.  
Gallatin, 12th June—Canton 17th June,  
Ballast—Chinese.  
MENHUIR, British steamer, 1,080, S. J. George,  
5th June—Sydney 13th May, Port Darwin  
24th, and Manila 2nd June, General—  
Gibb, Livingston & Co.  
OLYMPIA, American steamer, 1,730, J. True-  
bridge, 8th June—Tacoma, U.S.A. 10th  
May, General—Dodwell & Co.  
PETARCH, German steamer, 1,232, L. Shall,  
12th June—Hollis 8th June, Sugar and  
General—Sander, Wieler & Co.  
QUARZA, German steamer, 1,146, H. Johannsen,  
10th June—Saigon 6th June, Rice, and  
General—Sander, Wieler & Co.  
SABINE, British steamer, 560,  
Nasbet, 7th June—Bangkok 31st May,  
General—Arnhold, Karberg & Co.  
SUNGKIAN, British steamer, 994, C. B. N.  
Dodd, 10th May—Manila 7th May, General—  
Butterfield & Swire.  
TACHIOU, British steamer, 824, P. S. Primrose,  
10th June—Saigon 6th June, Rice—Yuen  
Fat Hong.  
TAIWAN, British steamer, 1,459, R. Nelson,  
14th June—Moji 7th June, General—  
Butterfield & Swire.  
TETARTOS, German steamer, 1,574, T. Desler,  
15th June—Java 6th June, Sugar—  
Siemssen & Co.  
THYRA, Norwegian steamer, 2,150, Edward-  
sen, 10th June—Moji 3rd June, Coal—  
Butterfield & Swire.  
TITROS, German steamer, 1,033, W. A. Dinse,  
5th June—Saigon 31st May, Rice and  
General—Siemssen & Co.  
TRIUMPH, German steamer, 675, A. Rieke,  
11th June—Pakhoi 8th June, and Hoihow  
9th, General—Jensen & Co.  
YEDO MARU, Japanese steamer, 1,068, S.  
Saito, 20th May—Saigon 26th May, Rice—  
Dodwell & Co.  
YIKSANG, American steamer, 887, L. A. Muir,  
12th June—Hollis 8th June, Sugar—  
Jardine, Matheson & Co.  
ZAFIRO, American steamer, 625, A. C. Whit-  
ton, 13th June—Manila 9th June.

## Sailing Vessels.

G. C. TOBEY, American bark, 1,390, J. F.  
Shurtell, 4th May—Tacoma 7th Nov.  
Timber.  
HENRY FAILING, American ship, 1,850,  
Masterson, 23rd May—Tacoma 12th Jan.  
Timber, Master.  
P. N. BLANCHAN, American bark, 1,593, N. W.  
Blanchan, 13th June—Chefoo 12th May,  
Ballast—Captain.  
ROSE, British bark, 465, Riekers, 12th June,  
Freemantle, W.A. 1st May, Sandal-  
wood—Siemssen & Co.  
SHEILA, OSBORN, British schooner, 876, R.  
H. Dunne, 13th June—Singapore 4th  
June, Telegraph Cable—Telegraph Co.  
SOFALA, British 4-mast ship, 2,164, Thomas  
Auld, 30th May—New York 29th Jan.  
Case Oil—Standard Oil Co.  
TAM O'BANISTER, Amr. ship, 2,204, Ballard,  
13th June—Yokohama 20th May, Ballast—  
Arnhold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.

Hongkong, June 16th, 1899.  
Albatross, despatch vessel, 1,700 tons, 10 C-  
P. guns, 3,000 h.p., Commander A. H.  
Smythe, Doreen, Wei-hai-wei.  
Albatross, despatch vessel, 1,700 tons, 10 C-  
P. guns, 3,000 h.p., Commander A. H.  
Smythe, Doreen, Wei-hai-wei.  
Albatross, despatch vessel, 1,700 tons, 10 C-  
P. guns, 3,000 h.p., Commander A. H.  
Smythe, Doreen, Wei-hai-wei.  
Albatross, despatch vessel, 1,700 tons, 10 C-  
P. guns, 3,000 h.p., Commander A. H.  
Smythe, Doreen, Wei-hai-wei.  
Albatross, despatch vessel, 1,700 tons, 10 C-  
P. guns, 3,000 h.p., Commander A. H.  
Smythe, Doreen, Wei-hai-wei.

## VESSELS IN PORT.

## Steamers.

ALBION, British steamer, 2,500 C. G. Kock,  
14th June—Kobe 8th June, General—  
Gibb, Livingston & Co.  
AMAKA, British steamer, 1,566 C. J. Martock,  
7th June—Sourabaya 30th May, Sugar—  
Jardine, Matheson & Co.  
ATHENIAN, British steamer, 2,440 H. Mowatt,  
8th June—Vancouver, B.C. 7th May via  
Kobe and Moji 3rd June, Flour—C. P. R.  
Coast.  
BAMBERG, German steamer, 2,650 H. Mayer,  
13th June—Moji 8th June, Coal—  
Carlowitz & Co.  
BARON ANDROSSAN, British steamer, 1,820 L.  
V. Mitchell, 1st June—Batsum 21st April.  
Petroleum—Arnhold, Karberg & Co.  
BREID, Norwegian steamer, 645, Johannesen,  
13th June—Singapore 6th June, Wood—  
Dodwell & Co.  
CHANG CHU, British steamer, 1,211, Fred.  
Webb, 13th June—Singapore 8th June,  
General—Chinese.  
CHINA, German steamer, 1,115, P. Voss, 13th  
June—Saigon 11th June, Rice—Siemssen  
& Co.  
CITY OF PEKING, British steamer, J. F. Smith,  
15th June—San Francisco 16th May,  
Honolulu 24th, Yokohama 31st June, Kobe  
7th, Nagasaki 9th, and Shanghai 12th,  
Mails and General—P. M. S. S. Co.  
DIAMANT, British steamer, 1,248, G. A.  
Taylor, 12th June—Manila 12th June,  
General—Shevan, Jones & Co.  
DON JUAN DE AUSTRIA, American steamer,  
Rowin, 20th Jan.—Manila 16th January.  
GLOUCESTER CITY, British steamer, 1,409,  
Nielsen, 28th May—Saigon 24th May,  
Rice—Dodwell & Co.  
GODAVERRY, French steamer, 713, Orsini, 1st  
April—Saigon 25th March, General—  
Chinese.  
GOODWIN, British steamer, 2,324, Arthur  
Jackson 9th June—Moji 3rd June, Coal—  
Mitsui Bussan Kaisha.  
HAIMUN, British steamer, 636, A. Milroy,  
15th June—Tamsui 10th June, Amoy 13th,  
and Swatow 14th, General—Douglas, Lap-  
rak & Co.  
HUPPE, British steamer, 1,894, G. Ramsay, 4th  
June—Hollis 31st May, Sugar—Butterfield  
& Swire.  
INGRAM, German steamer, 894, E. F. Piper,  
13th June—Cebu 8th June, Sugar and  
Rice—Beyer & Co.  
KEONG WAI, British steamer, 1,115, R. Uns-  
worth, 10th June—Bangkok 31st May, and  
Swatow 9th June, Rice and Timber—Yuen  
Fat Hong.  
KUMSANG, British steamer, 2,075, Hay, 24th  
May—Kurusu 19th May, Coal—Jardine,  
Matheson & Co.  
MACHUW, British steamer, 995, T. E. Farrell,  
12th June—Bangkok via Koh-si-chang 5th  
June, Rice and Timber—Yuen Fat Hong.  
MARIE JESSEN, German steamer, 1,771, T. C.  
Gallatin, 12th June—Canton 17th June,  
Ballast—Chinese.  
MENHUIR, British steamer, 1,080, S. J. George,  
5th June—Sydney 13th May, Port Darwin  
24th, and Manila 2nd June, General—  
Gibb, Livingston & Co.  
OLYMPIA, American steamer, 1,730, J. True-  
bridge, 8th June—Tacoma, U.S.A. 10th  
May, General—Dodwell & Co.  
PETARCH, German steamer, 1,232, L. Shall,  
12th June—Hollis 8th June, Sugar and  
General—Sander, Wieler & Co.  
QUARZA, German steamer, 1,146, H. Johannsen,  
10th June—Saigon 6th June, Rice, and  
General—Sander, Wieler & Co.  
SABINE, British steamer, 560,  
Nasbet, 7th June—Bangkok 31st May,  
General—Arnhold, Karberg & Co.  
SUNGKIAN, British steamer, 994, C. B. N.  
Dodd, 10th May—Manila 7th May, General—  
Butterfield & Swire.  
TACHIOU, British steamer, 824, P. S. Primrose,  
10th June—Saigon 6th June, Rice—Yuen  
Fat Hong.  
TAIWAN, British steamer, 1,459, R. Nelson,  
14th June—Moji 7th June, General—  
Butterfield & Swire.  
TETARTOS, German steamer, 1,574, T. Desler,  
15th June—Java 6th June, Sugar—  
Siemssen & Co.  
THYRA, Norwegian steamer, 2,150, Edward-  
sen, 10th June—Moji 3rd June, Coal—  
Butterfield & Swire.  
TITROS, German steamer, 1,033, W. A. Dinse,  
5th June—Saigon 31st May, Rice and  
General—Siemssen & Co.  
TRIUMPH, German steamer, 675, A. Rieke,  
11th June—Pakhoi 8th June, and Hoihow  
9th, General—Jensen & Co.  
YEDO MARU, Japanese steamer, 1,068, S.  
Saito, 20th May—Saigon 26th May, Rice—  
Dodwell & Co.  
YIKSANG, American steamer, 887, L. A. Muir,  
12th June—Hollis 8th June, Sugar—  
Jardine, Matheson & Co.  
ZAFIRO, American steamer, 625, A. C. Whit-  
ton, 13th June—Manila 9th June.

## Sailing Vessels.

G. C. TOBEY, American bark, 1,390, J. F.  
Shurtell, 4th May—Tacoma 7th Nov.  
Timber.  
HENRY FAILING, American ship, 1,850,  
Masterson, 23rd May—Tacoma 12th Jan.  
Timber, Master.  
P. N. BLANCHAN, American bark, 1,593, N. W.  
Blanchan, 13th June—Chefoo 12th May,  
Ballast—Captain.  
ROSE, British bark, 465, Riekers, 12th June,  
Freemantle, W.A. 1st May, Sandal-  
wood—Siemssen & Co.  
SHEILA, OSBORN, British schooner, 876, R.  
H. Dunne, 13th June—Singapore 4th  
June, Telegraph Cable—Telegraph Co.  
SOFALA, British 4-mast ship, 2,164, Thomas  
Auld, 30th May—New York 29th Jan.  
Case Oil—Standard Oil Co.  
TAM O'BANISTER, Amr. ship, 2,204, Ballard,  
13th June—Yokohama 20th May, Ballast—  
Arnhold, Karberg & Co.

## VESSELS IN PORT.

## Steamers.

ALBION, British steamer, 2,500 C. G. Kock,  
14th June—Kobe 8th June, General—  
Gibb, Livingston & Co.  
AMAKA, British steamer, 1,566 C. J. Martock,  
7th June—Sourabaya 30th May, Sugar—  
Jardine, Matheson & Co.  
ATHENIAN, British steamer, 2,440 H. Mowatt,  
8th June—Vancouver, B.C. 7th May via  
Kobe and Moji 3rd June, Flour—C. P. R.  
Coast.  
BAMBERG, German steamer, 2,650 H. Mayer,  
13th June—Moji 8th June, Coal—  
Carlowitz & Co.  
BARON ANDROSSAN, British steamer, 1,820 L.  
V. Mitchell, 1st June—Batsum 21st April.  
Petroleum—Arnhold, Karberg & Co.  
BREID, Norwegian steamer, 645, Johannesen,  
13th June—Singapore 6th June, Wood—  
Dodwell & Co.  
CHANG CHU, British steamer, 1,211, Fred.  
Webb, 13th June—Singapore 8th June,  
General—Chinese.  
CHINA, German steamer, 1,115, P. Voss, 13th  
June—Saigon 11th June, Rice—Siemssen  
& Co.  
CITY OF PEKING, British steamer, J. F. Smith,  
15th June—San Francisco 16th May,  
Honolulu 24th, Yokohama 31st June, Kobe  
7th, Nagasaki 9th, and Shanghai 12th,  
Mails and General—P. M. S. S. Co.  
DIAMANT, British steamer, 1,248, G. A.  
Taylor, 12th June—Manila 12th June,  
General—Shevan, Jones & Co.  
DON JUAN DE AUSTRIA, American steamer,  
Rowin, 20th Jan.—Manila 16th January.  
GLOUCESTER CITY, British steamer, 1,409,  
Nielsen, 28th May—Saigon 24th May,  
Rice—Dodwell & Co.  
GODAVERRY, French steamer, 713, Orsini, 1st  
April—Saigon 25th March, General—  
Chinese.  
GOODWIN, British steamer, 2,324, Arthur  
Jackson 9th June—Moji 3rd June, Coal—  
Mitsui Bussan Kaisha.  
HAIMUN, British steamer, 636, A. Milroy,  
15th June—Tamsui 10th June, Amoy 13th,  
and Swatow 14th, General—Douglas, Lap-  
rak & Co.  
HUPPE, British steamer, 1,894, G. Ramsay, 4th  
June—Hollis 31st May, Sugar—Butterfield  
& Swire.  
INGRAM, German steamer, 894, E. F. Piper,  
13th June—Cebu 8th June, Sugar and  
Rice—Beyer & Co.  
KEONG WAI, British steamer, 1,115, R. Uns-  
worth, 10th June—Bangkok 31st May, and  
Swatow 9th June, Rice and Timber—Yuen  
Fat Hong.  
KUMSANG, British steamer, 2,075, Hay, 24th  
May—Kurusu 19th May, Coal—Jardine,  
Matheson & Co.  
MACHUW, British steamer, 995, T. E. Farrell,  
12th June—Bangkok via Koh-si-chang 5th  
June, Rice and Timber—Yuen Fat Hong.  
MARIE JESSEN, German steamer, 1,771, T. C.  
Gallatin, 12th June—Canton 17th June,  
Ballast—Chinese.  
MENHUIR, British steamer, 1,080, S. J. George,  
5th June—Sydney 13th May, Port Darwin  
24th, and Manila 2nd June, General—  
Gibb, Livingston & Co.  
OLYMPIA, American steamer, 1,730, J. True-  
bridge, 8th June—Tacoma, U.S.A. 10th  
May, General—Dodwell & Co.  
PETARCH, German steamer, 1,232, L. Shall,  
12th June—Hollis 8th June, Sugar and  
General—Sander, Wieler & Co.  
QUARZA, German steamer, 1,146, H. Johannsen,  
10th June—Saigon 6th June, Rice, and  
General—Sander, Wieler & Co.  
SABINE, British steamer, 560,  
Nasbet, 7th June—Bangkok 31st May,  
General—Arnhold, Karberg & Co.  
SUNGKIAN, British steamer, 994, C. B. N.  
Dodd, 10th May—Manila 7th May, General—  
Butterfield & Swire.  
TACHIOU, British steamer, 824, P. S. Primrose,  
10th June—Saigon 6th June, Rice—Yuen  
Fat Hong.  
TAIWAN, British steamer, 1,459, R. Nelson,  
14th June—Moji 7th June, General—  
Butterfield & Swire.  
TETARTOS, German steamer, 1,574, T. Desler,  
15th June—Java 6th June, Sugar—  
Siemssen & Co.  
THYRA, Norwegian steamer, 2,150, Edward-  
sen, 10th June—Moji 3rd June, Coal—  
Butterfield & Swire.  
TITROS, German steamer, 1,033, W. A. Dinse,  
5th June—Saigon 31st May, Rice and  
General—Siemssen & Co.  
TRIUMPH, German steamer, 675, A. Rieke,  
11th June—Pakhoi 8th June, and Hoihow  
9th, General—Jensen & Co.  
YEDO MARU, Japanese steamer, 1,068, S.  
Saito, 20th May—Saigon 26th May, Rice—  
Dodwell & Co.  
YIKSANG, American steamer, 887, L. A. Muir,  
12th June—Hollis 8th June, Sugar—  
Jardine, Matheson & Co.  
ZAFIRO, American steamer, 625, A. C. Whit-  
ton, 13th June—Manila 9th June.

## Sailing Vessels.

G. C. TOBEY, American bark, 1,390, J. F.  
Shurtell, 4th May—Tacoma 7th Nov.  
Timber.  
HENRY FAILING, American ship, 1,850,  
Masterson, 23rd May—Tacoma 12th Jan.  
Timber, Master.  
P. N. BLANCHAN, American bark, 1,593, N. W.  
Blanchan, 13th June—Chefoo 12th May,  
Ballast—Captain.  
ROSE, British bark, 465, Riekers, 12th June,  
Freemantle, W.A. 1st May, Sandal-  
wood—Siemssen & Co.  
SHEILA, OSBORN, British schooner, 876, R.  
H. Dunne, 13th June—Singapore 4th  
June, Telegraph Cable—Telegraph Co.  
SOFALA, British 4-mast ship, 2,164, Thomas  
Auld, 30th May—New York 29th Jan.  
Case Oil—Standard Oil Co.  
TAM O'BANISTER, Amr. ship, 2,204, Ballard,  
13th June—Yokohama 20th May, Ballast—  
Arnhold, Karberg & Co.

## VESSELS IN PORT.

## Steamers.